

# The Rhumb Line

## MAINE MARITIME MUSEUM

"Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof."

December 1997

### DESIGNERS' SHOW HOUSE AT DONNELL HOUSE

Committees are currently being formed under the Chairmanship of Trustee Elena Vandervoort to mount a Designers' Show House at Donnell House during the summer of 1998.

The William T. Donnell House, at the northwest corner of the Museum property, was built in the mid-19th century and was remodeled by Mr. Donnell at least twice during the years 1868 to ca. 1892 when Bath was the center of schooner construction in Maine.

Between the years 1853 and 1919 at least nine other shipbuilding firms were located on what is now the Museum property. Although many other houses still exist in Bath which were owned by shipyard owners, only the Donnell House retains this close proximity to a surviving nineteenth century shipyard. The Donnell Shipyard was adjacent to the house.

Interior designers from Maine, New Hampshire and the Boston area will be invited to participate by decorating the approximately fifteen rooms in the Victorian Period of 1880-

mid-August. A Gala Preview Party is being planned for the evening before the Public Opening as well as lectures throughout the month of the Show House.



*Original watercolor of the Donnell House by Pat Trott*

1910. Many architectural features of that period remain a part of the house today and the designers will be required to work within that style. Kathy Harding is heading the Designers' Committee.

The Show House will be open to the public from mid-July to

In addition to being an excellent fund-raiser, the Show House will provide an element currently missing in the museum complex - a Shipbuilder's House evoking the period when Bath and the northeast were experiencing enormous prosperity

as reflected in home style and decoration. It will provide a suitable setting to exhibit those objects from the collections that are not currently displayed due to space constraints and it will provide a site for small meetings, seminars and special events for the Museum.

Many volunteers will be needed for the various committees and for staffing the house when it is open to the public. Please call Elena Vandervoort either at home (443-3113) or call the volunteer coordinator at the Museum at (207) 443-1316.

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## SPEAR'S PATENT DRUM, CAPTAIN DAVID H. RIVERS AND THE SHIP A. G. ROPES

Henry Keene recently donated an interesting advertising card for "Spear's Patent Drum, A Pin Rail Attachment for Saving Rope in Loading and Discharging Ships." The accompanying photograph from the front of the card shows the use of the drum in discharging railroad iron from the hold of the Bath-built ship *A. G. Ropes*. The usual practice, when handling cargo with a vessel's own gear, was to snub the line around a belaying pin and to lower the load by paying out slowly, using friction around the pin as a brake. This method is currently used aboard many Maine schooners in lowering sails. When this is done

repeatedly, with hemp or manila line, the result is a badly frayed line. A. F. Spear, a San Francisco stevedore, obtained a patent in 1885 for this device, which could be temporarily clamped at any convenient spot along the pin rail. In this photograph a man aboard the *Ropes* is rather casually operating the drum with a clump of rails dangling from the hoisting chain. A group of rather skeptical-looking gents, probably stevedores, is watching the show from the wharf.

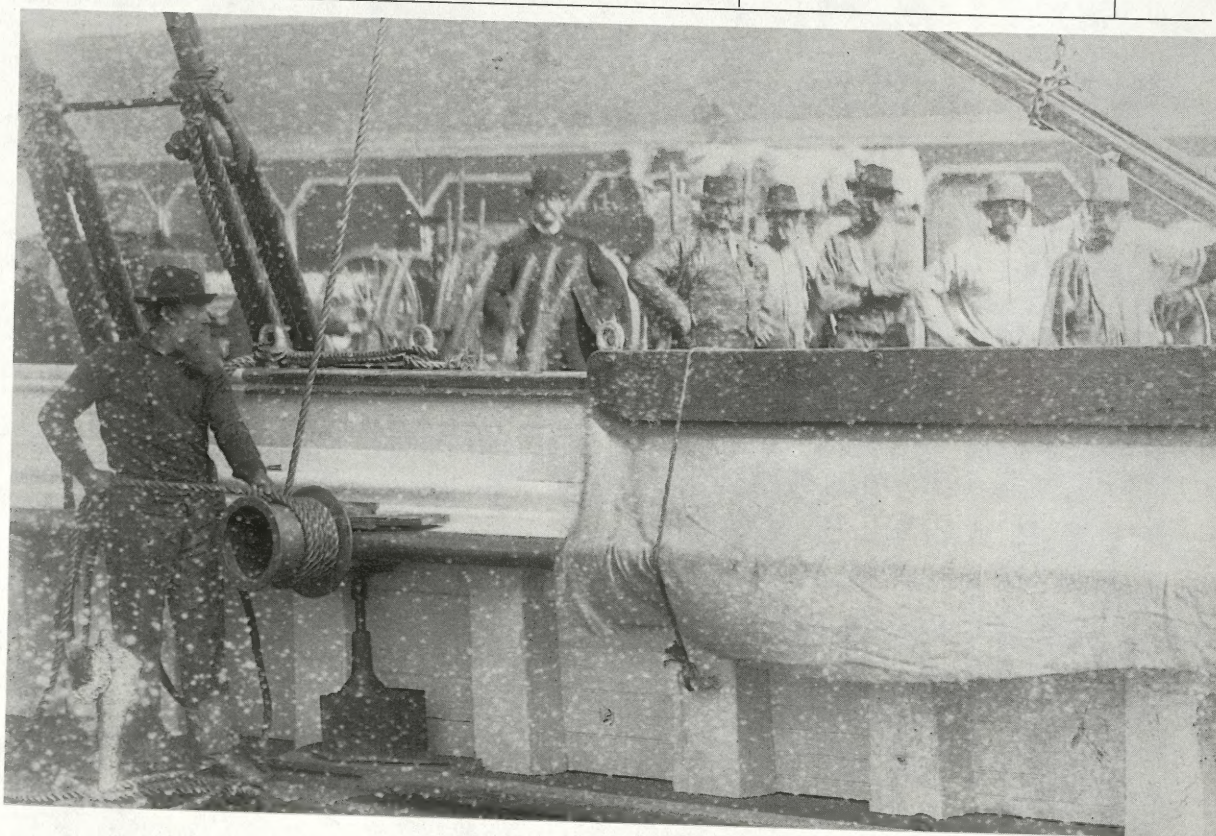
The back of the card contains a number of testimonials,

including one from Capt. David H. Rivers of the *Ropes* saying that he had discharged 4000 tons of general cargo with one of the drums. The captains of five other Maine-built ships are cited as references. Capt. Rivers, a native of Thomaston, was a well-known and intelligent shipmaster who was well-thought-of by his employers, Chapman & Flint. He had gone into their ships as a boy, and rose to command the ships *St. John*, *St. Lucie*

*"I have two of  
Spear's patents for  
saving rope in  
discharging coal...  
and they give entire  
satisfaction."*

JAS B. CHASE, Stevedore

*Continued on page 3*





## SPEAR'S PATENT DRUM.... *continued from page 2*

and *Santa Clara* before taking *A. G. Ropes*. All of these vessels had been built in Bath under the supervision of master builder John McDonald, and the *Ropes* in particular was considered one of the finest downeasters ever built. She and the ship *Henry B. Hyde*, another McDonald/Chapman & Flint product, were often spoken of as near-perfect compromises between speed and cargo capacity. Such perfection is not evident in a vessel's appearance so much as in her performance, and performance depends upon a commander's ability to use the opportunities given him by the vessel's design.

The evidence is that David Rivers was up to the challenge, and took advantage of the *Ropes'* superb design and construction. He was in command from the time she was built in 1884 until she was sold and converted to a barge in 1906. He completed many good passages, including a New York-San Francisco run of 104 days, a San Francisco-Great Britain run of 104 days, and a San Francisco-New York run of 93 days.

It is not surprising that Rivers would try out a new invention like the lowering drum. He was something of an inventor himself, and a few years later he was awarded a patent for a device which recorded the number of fathoms of anchor chain a vessel had paid out. He was no slouch as a humanitarian, either, and received an award for rescuing the captain and crew of a British vessel.

After following the sea for more than 40 years, Rivers died in San Diego at the age of 57. Little is known of the success of Spear's Patent Drum. It does not show up in marine supply catalogs, and it seems likely that most shipmasters thought a drum on the deck winch could be made to serve the same purpose.

The Museum's collections include a fine rigged model of the *Ropes*, made by Captain James E. Creighton in 1930 and a modern painting of her in New York, done by John Stobart in 1976 (and "refined" in 1996). Both are currently on exhibit.

## SPEAR'S PATENT DRUM

A Pin Rail Attachment for Saving Rope,  
in Loading and Discharging Ships.

(U. S. Patent, No. 337,029, Filed Nov. 17<sup>th</sup>, 1885.)

(England Patent, No. 5,074, April 12<sup>th</sup>, 1886.)

It is well known to Ship Masters that, in discharging a Ship with from 3000 to 4000 tons cargo, that a coil of 3¼ inch rope will be worn out by the friction on the Belaying Pins. By the Drum process one-third of a coil will discharge 10,000 to 15,000 tons, as it will wear out in the blocks before it will on the Drum. The wear in both cases is on the inside of the rope, caused by the difference of diameter, the block sheave being from 6 to 8 inches and the drum 10 inches in diameter.

### TESTIMONIALS.

SAN FRANCISCO, April 7<sup>th</sup>, 1886.

I have one of SPEAR'S PATENT DRUM for Pin Rail Attachment on Ship Commodore, and have taken out coal and ballast to the amount of 9400 tons and have a good rope for another voyage, and can safely say that one rope will discharge 10,000 tons cargo.

F. W. JORDAN, MASTER.

SAN FRANCISCO, April 26<sup>th</sup>, 1886.

I have (2) two of SPEAR'S PATENTS FOR SAVING ROPE in discharging coal on Steamer Wellington; and they give entire satisfaction.

JAS. B. CHASE, STEVEDORE, 17 Steuart Street.

SAN FRANCISCO, May 6<sup>th</sup>, 1886.

This is to certify that I have discharged 4000 tons of general cargo with one of SPEAR'S LOWERING DRUMS, and find my lowering rope full less worn than it would be with discharging 100 tons the usual way. Another feature in its favor is that it can be changed to any part of the ship in five minutes.

D. H. RIVERS

Master Ship *A. G. Ropes*.

### REFERENCES:

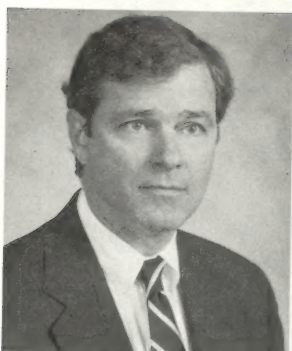
CAPT. SLATER.....Ship Oriental.  
" GIBSON.....Ship Belvidere.  
" PARKER.....Bark Lizzie Williams.  
" PLUMMER.....Ship Ericsson.  
" WILLEY.....Ship A.D. Snow.  
" WILLIAMS.....Ship M. P. Grace.  
" PERCY.....Ship Standard.  
" DAY.....Ship Hecla.

[Photograph, taken on board Ship *A. G. Ropes*, discharging railroad iron.]

For Sale by A. F. SPEAR, Stevedore

Pier 22, Steuart Street, SAN FRANCISCO, Cal.





## FROM THE CHART TABLE

Winter is upon us. At least it's snowed here three times (at December 1). Except for *Sherman Zwicker*, the waterfront is pretty much ready for the ice, which should arrive in two or three weeks.

Assistant; **Mark Biscoe**, Shipyard Supervisor; **Glory Penington**, Store Manager, who, in turn, could not do without **Myonne Lee**, **Sheila Pollock**, **Carole Pope** and, for much of the year, **Karen Smith**.

The artifact collections and all exhibitions (save one per year) are under the expert care and control of Curator **Bob Webb**. Bob gets huge help from Registrar **Darren Poupore** documenting the collection, helping with its keep and assisting in exhibition preparation.

**Nathan Lipfert** minds the Library and the collections of books, manuscripts and photographs. He also prepares one exhibition in the Peterson Gallery each year, including the current one about signal flags. Nathan (and all of us) have been blessed with the presence of **Elizabeth Maule** as project archivist. We are now seeking funding for Elizabeth's position so that we can get her back to continue wading through our various un-cataloged manuscript and photograph collections to build on the tremendous progress she's made to date.

**Norm Kenney** on the inside and **Dave Boulette** on the outside have made the buildings and grounds function as they were designed to and have made them shine when it was necessary to do so.

**Kathy Fuller** is a marvel. She keeps the books, pays the bills, converses with the accountants and knows where all the information is. **Barbara Potter** communicates with you members and does so in a cheerful, attentive way. **Sharon Groger**, along with Sue Drumm, minds the office, types all the thank you letters, and attempts keeping me on course.

All of you, and all of the above-mentioned, together with thousands of visitors, school children and teachers have combined to foment the region's most exciting cultural attraction and certainly one of the finest museum's of its kind in the world.

What a good job we've all done so far, if I do say so myself.

*Tom*

Thomas R. Wilcox Jr.  
Executive Director

Reflecting on the year nearly ended, I am struck by what a good job we've all done in helping move this place toward (the-never-quite-attainable-level-of) excellence.

Starting with you, our **members** - both individual and corporate. You have joined and maintained your memberships in ever-increasing levels and amounts. You have given most generously to Annual Giving and in response to our various pleas for assistance, the latter of which has resulted in some very fine and important additions to our collections.

Many of you are counted amongst our dedicated **Volunteer** corps who this year, as usual, have given mightily of their time and talents, not to mention their fair share of financial assistance. The Volunteers were skillfully led this past year by **Buzz Sawhill** and will be by **John Beaven** and **Tom Percy** next.

Our **Trustees** and our **Corporators** (soon to be re-named **Advisory Trustees**), with **Ned Harding** at the helm, have been stalwart in providing inspired leadership, tons of very valuable time, and an almost equal amount of dollars.

Our **Staff** has worked tirelessly in producing an almost unbelievable amount of really inspired work. These people include **Ruth Maschino**, Director of Public Programs. Virtually all events, interpretation, educational programs and other public manifestations of the Museum are under Ruth's control. She is also administratively Deputy Director. She is awesome!

Ruth is ably assisted by **Stefanie Staley**, Volunteer and Education Coordinator; **Will West**, Manager of the Boatshop; **Ellen Connors** and **Bryan Watson**, Education Assistants; **Sue Drumm**, Public Programs



## REMEMBER THE MAINE?

On February 15, 1898 violent explosions wracked and sank the American battleship *Maine* in the harbor at Havana, Cuba. Emotional and political repercussions drove President William McKinley and Congress to war with Spain. The American victory resulted in Cuban independence; American territorial control of the Philippine Islands, Guam, and Puerto Rico; and the peaceful annexation of the Hawaiian Islands.

But *Maine* herself lived a statistically bizarre life. She was seven years building, only 28 months at sea, and then 13 years on the bottom of Havana Harbor before her remains were removed to deep water.

*Maine* was the first ship of the modern American steel navy, one of two armored ships authorized

by Congress in 1886. As designed, she was classed as an armored cruiser. Early design documents show her fitted with three masts, fully rigged as a bark, but in the end proponents of steam won out over the old sailing-ship officers in the Navy. Her keel was laid in 1888 and she was launched in 1889, but *Maine* was not completed and commissioned until September 1895. During her short service career she visited Maine twice, once on her service trials in 1895, and then again in 1897. When she was blown up, four--perhaps five--men from Maine were among the crew.

The tangled hulk remained in Havana Harbor until public pressure forced Congress to authorize funds to transfer her to a proper burial site. Finally in 1911 a large cofferdam was built

and the water was pumped out. The remaining portion of the stern was made watertight, and on March 16, 1912 *Maine* was towed to sea stern-first and ceremonially interred in 500 fathoms.

### DON'T LET US SET SAIL WITHOUT YOU

Become a Member!

Individual	\$ 25
Patron	\$ 250
Family	\$ 50
Shipwright	\$ 500
Sustaining	\$ 125
Downeaster	\$1000

Please send us your check  
or call our membership  
department to make your  
pledge: (207) 443-1316

*On Sunday, February 15, 1998 Maine Maritime Museum will open a new exhibition, We Remember: The U.S.S. Maine. The day will be made memorable by "Black-Tie Banjo," a musical duet consisting of Geoff Freed on five-string banjo and Ann Frenkel on piano. From 11 a.m. until 3:30 p.m. "Black-Tie Banjo" will present popular and classical music as performed during the heyday of banjo and mandolin society orchestras at the close of the 19th Century.*

*Come hear the great music, free with regular Museum admission. Explore the many theories of why the Maine exploded 100 years ago. Learn about the sailors from the State of Maine who were aboard that day, and set your eyes upon relics lovingly preserved from America's first steel battleship.*





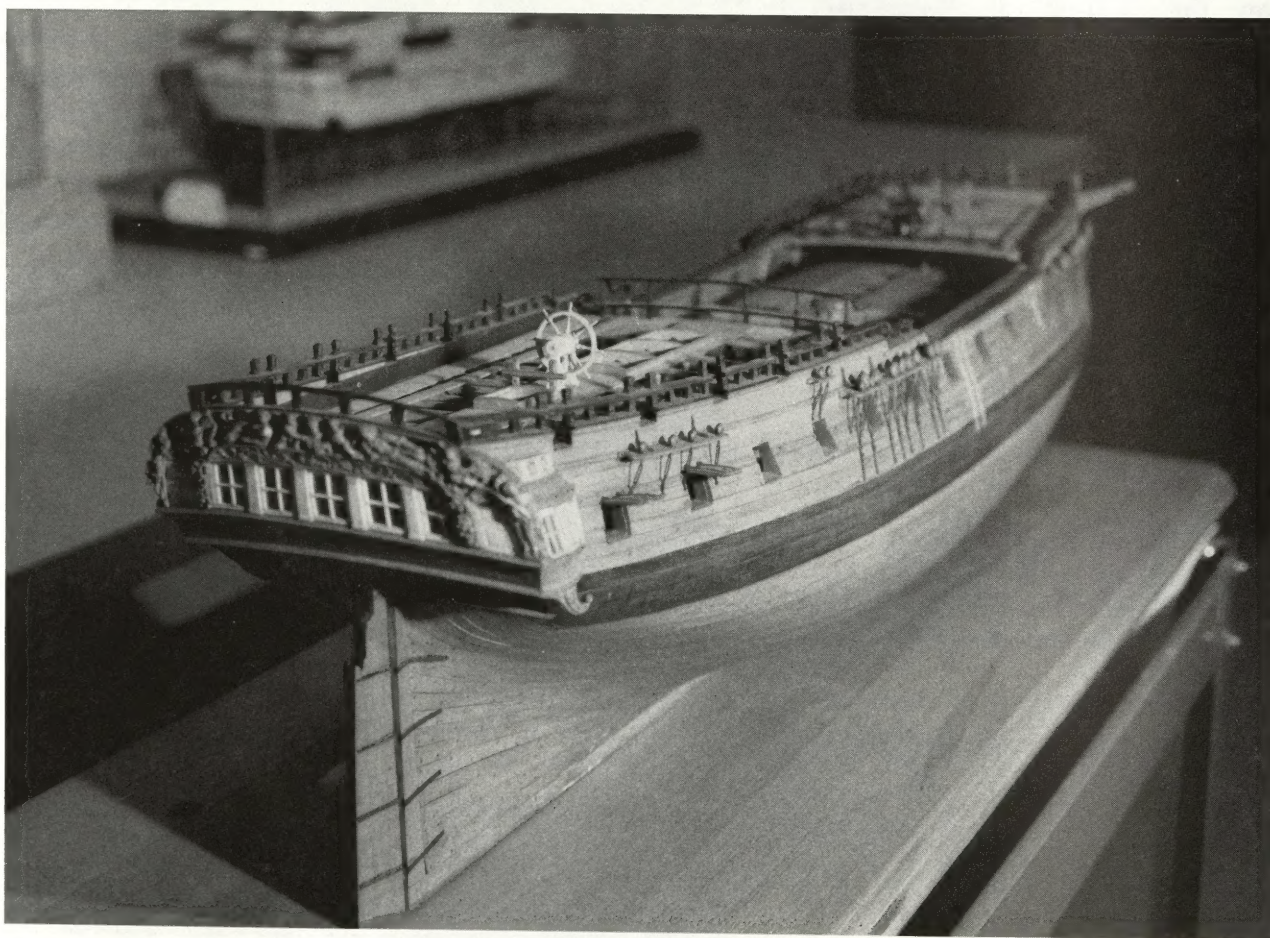
## THE "YEAR OF THE MODEL"

Since January 1st the historic collections of Maine Maritime Museum have been enhanced by the addition of six important ship-models. The most recent addition is this evocative Admiralty-style dockyard model of an 18th-Century frigate given by James A.D. Geier of Cincinnati, Ohio and Boothbay Harbor. The model is presumed to represent a class that included H.M.S. *Venus*, 36. *Venus* was built in Liverpool in the 1730s and survived on the Royal Navy lists until after 1800, thanks in part to the need for warships during the American Revolutionary War.

The model carries on the tradition of British dockyard models, detailed to a "fare-thee-well," down to the *minutiae* of her elaborate stern carving, and the "heads" at the ship's bow. Each of the 36 brass cannons rests on its own bone carriage with moving

wheels. Each is painted with the size of the gun, 6-or 12-pounder and the royal seal of King George III.

Five other important models have been donated this year, including a large clipper-ship given by former trustee Frederic M. Schaefer; a Japanese *besai-sen* (flat-bottom cargo ship) made of camphorwood, brought back to the United States in the late 1800s by the grandparents of the donor, Mary W. Perkins; the Bath Iron Works-built frigate *Clifton Sprague* (FFG-16) modeled by Robert Luedeman of New Jersey and presented by the late Skip Kerr; a shadowbox bark and steam-auxiliary schooner given by Doris Meeker; and the yacht *Florin*, beautifully executed by John Gardner of Castine, and featured in the last issue of *The Rhumb Line*.





## LIBRARY PUZZLER

Last issue's mystery photographs were both identified, thanks to the hard work of our readers. Captain W. J. Lewis Parker recognized the picture of the schooners aground as Vineyard Haven, and has hopes of dating the storm that drove all the vessels onto the beach. Fourtin Powell identified the harbor scene as Belfast, and the little steamer in the scene as *Tremont*. This dates that photograph as being between 1895, when *Tremont* was built, and 1909, by which time her appearance had been altered.

**Below:** This albumen print (ca. 1850-1895) was purchased for 50 cents in Bath by an unknown individual at an unknown date. It shows the business premises of one E. Bucknam, shipwright, as well as, presumably, Mr. Bucknam, his associates, friends, and a few hangers-on. The street number of the building is 245. It does not, however, appear to be Bath. Bucknam does not show up in the Bath city directory for any year. The five-story brick building to the left argues against any smaller-sized shipbuilding community. Is it Portland? Boston? New York? Who was Bucknam, and when was he in business?





## VOLUNTEERS BREAK RECORD, AGAIN!

Volunteers have always been a very important part of Maine Maritime Museum and this past year is no exception. Volunteers work in many different capacities and departments throughout the Museum. They are such an invaluable asset. The Museum could not function without them.

More than half of the Museum's volunteers work in the Public Program Department. In 1997 volunteers acted as greeters, tour guides, presented shipyard demonstrations seven days a week, and thousand of hours were dedicated to events such as evening lectures, History Symposium, Tall Ships, Pirates Halloween Party, and Christmas Open-House.

This year volunteers gave more than 25,000 Museum visitors a guided tour of the Percy & Small Shipyard. Over 900 hours were given to keep the *Sherman Zwicker* open to the 20,000 plus visitors who went aboard. Countless hours were given by the Boatshop crew who made half-models, painted and maintained the Museum's fleet and taught boatbuilding skills in our 8<sup>th</sup> grade Discovery Boat-building project.

The second largest group of volunteers work in the Library. Throughout the year the 30+ volunteers worked on several ongoing projects: answering research inquiries; cataloging books; data entry; and sorting periodicals. They have finished cataloging the large general photograph collection, which numbered 148 boxes, with a list of files exceeding 86 pages. Other volunteers spent time processing the Gibbs & Cox photograph collection, Sawyer papers of Jonesport, Chase Leavitt papers, and much more.

Curatorial volunteers have had an exciting year helping to catalog more than 100 collections, including seven new ship models. In addition, this group of nine volunteers (the largest group in the Curatorial Department ever), repaired artifacts in the collections, indexed old exhibit labels, assisted in exhibit installation, and are in the process of repainting the Maritime History of Maine exhibit.

Several hundred hours were logged in by our faithful membership volunteers who sorted, stuffed, stamped and sealed approximately 25,000 pieces of mail, as well as helped in the Membership

Office filing, sorting, and doing general office work.

In addition, the Museum Store volunteers have done a fantastic job assisting our new Museum Store Manager, Glory Penington, with new merchandise displays, packaging, sales, admissions, greeting, and data entry inventory.

During 1997, with well over 1,000 hours contributed, Quartermasters completed tasks that included cleaning exhibits, weeding and mulching, painting, boat maintenance, construction and much, much more.

Clearly, the volunteers have made a huge impact on the Museum and continue to do so.

With the final numbers tabulated, volunteers exceeded last year's record-breaker by logging in over 17,000 hours.

***In 1992  
volunteers logged  
over 7,700 hours.  
In 1997, over  
17,000 hours  
were dedicated to  
Museum projects***

# Thank You



## WELCOME ABOARD

### NEW MEMBERS SEPTEMBER - DECEMBER 1997

Richard Akers  
 Lisa Alpers  
 C. K. Anagnost  
 Weston and Theresa Beal  
 Roger Bertrand  
 Eleanor Bracci  
 Richard W. Burbank  
 Robert and Nina Buric  
 Ronna Casper  
 Douglas R. DeCluitt  
 Charmaine Eaton  
 Charlotte and Charles Faulkner  
 R.J. Fissmer  
 Beth and Bryan Foster  
 Peter and Mabel Gerquest  
 Barbara J. Goos  
 R. Valentine Gray  
 Kathryn Harris  
 Claudia D. Hodgson  
 Richard Hornbeck  
 Peter Hutchinson and Neil  
 Russo  
 Jon B. Johansen  
 Bernard M. Kaplowitz  
 William and Mary King  
 Michael T. Koliss  
 Jane Lang  
 Robert Larsen  
 April Oray Lautman

Peter Lloyd  
 Callum I. MacCrimmon  
 Ronald J. MacDougall  
 Maywood M. Mach  
 Denis and Ann Marie Maguire  
 Frank Mason  
 Laurier R. Mathieu  
 A. Magret Nason  
 Richard C. Noyes  
 R. Olsen  
 Mr. and Mrs. I. E. Parry  
 Peter M. Passano  
 Pete Peterson  
 Dr. and Mrs. J. Y. Pollock  
 Barbara Racy  
 Paul E. Redlon  
 Douglas Robbins  
 Norbert Schwartz  
 Karl Siegfried  
 Nancy Percy Stone  
 James Wadlow  
 Dr. and Mrs. J. Wahlstrom  
 Mr. and Mrs. Harvey White  
 Dan and Linda Wood  
 Mr. and Mrs. Vagn Worm  
 Tom Yoder  
 Kirk Zaleski  
 Pandy Zolas



#### *Wish List*



*Clipboards*  
*Sailor's Valentine Acrylic*  
*Craft Paint*  
*White Flat Sheets*  
*Banquet Tablecloths*  
*Lime (4 Acres Worth)*  
*Loam (12-14 C. Yards)*  
*Small Vacuum Cleaner*  
*Cordless 9 Volt Drill*  
*Library Cart*  
*Box Compass*  
*Wood Auger*  
*Cloth Cotton Diapers*  
*Small Trees / Shrubs*  
*Stationary Sander*  
*20" Lawn Mower*  
*Wooden Rulers*  
*Wood Plane*  
*Portable Engine Hoist*  
*48" - 60" Quadrunner Plow*

For more information, please  
 call 443-1316 and ask for  
 Tom Wilcox or Ruth  
 Maschino

## Match Your Contribution

Contributions, and in some cases membership dues, are matched by many corporations. However, the Museum has to be approved for matching funds and then apply for each match as the gift is received. If you are employed by - or are retired from - a company that has a matching program please let us know by calling the Membership Office at (207) 443-1316.

**Mark Your Calendar Now!**  
**26th Annual Symposium May 1-3, 1998**



**Making a list?  
Checking it twice??**

**come find out who's nautical and nice -**



Looking for something different? We've sailed the seven seas to bring you unique gifts with a maritime flair.



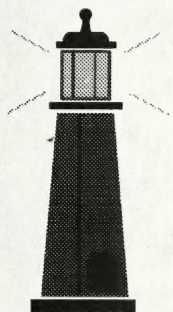
**The Museum Store is open daily 9:30 a.m. - 5:00 p.m.**

- ◆ We have over 100 new nautical and New England titles in stock!
- ◆ Sea life design earrings by nationally known artist Holly Yashi
- ◆ Hand hammered sterling silver maritime motif bracelets and earrings by Abenaki artisan Paul Tamburro
- ◆ Send a taste of Maine gourmet gift foods to those loved ones unfortunate enough to live elsewhere...New England cookbooks complete the fare.
- ◆ For the custom-crafted Christmas ornament or magnet - we now have hand painted replicas of the Maritime Museum, Donnell House and Doubling Point Lighthouse. Models (Cat's Meow sized) are \$17 and ornaments and magnets are \$12.
- ◆ Hide your mementos in the new secret treasure puzzle boxes with laser-engraved nautical and sea life designs! Or - choose keychain boxes with interior compasses, watches or mirrors.



## 1998 CRUISE SCHEDULE

**MIDCOAST LIGHTHOUSE CRUISE:** This favorite cruise gives passengers a wonderful view of at least 5 lighthouses and 7 other navigational lights in Mid-Coast Maine. Depending upon the weather and tide, this cruise includes a visit to one of three lighthouses (Ram Island, Burnt Island or Seguin Island). June 13, 27, 30; July 2, 16, 30; Aug. 1, 4, 15, 22, 27; Sept. 1, 3, 8, 12, 26; Oct. 10. (9 a.m. - 4 p.m.)



**SEGUIN, THE ISLAND SENTINEL:** Visit the lighthouse, island and museum, climb the light tower and view spectacular scenery from a height of 180' above the sea. Please note: although launch service is provided to the island, getting on and off the island is strenuous. Additionally, walking up the path to the lighthouse is a moderate challenge. June 20; July 18; Aug. 29. (9 a.m. - 3 p.m.)

**WINDJAMMER DAYS:** Watch Maine's famous Windjammers work their way around the bay and parade into Boothbay Harbor. June 24. (10 a.m. - 4 p.m.)

**FIREWORKS ON THE RIVER:** Cruise Bath's colorful waterfront and enjoy an on-the-river view of the annual Heritage Days fireworks celebration. July 5. (8:30 p.m. - 10:30 p.m.) Cost: \$15 for members, \$20 for non-members.

**ON TO RICHMOND:** The Middle Kennebec River/Merry-meeting Bay will be the focus of this cruise. See historic architecture and visit an active Russian Orthodox church. July 7; Aug. 6. (9:30 a.m. - 3:30 p.m.)

**PEMAQUID, COLONIAL EMPIRE:** Travel the routes of the first European visitors to a 17th-century coastal village. View several settlements, archaeological sites and an historic fort. July 9, 25; Aug. 25; Sept. 5, 22. (9 a.m. - 4 p.m.)

**DAMARISCOVE OUTER ISLAND:** Visit one of Maine's most unusual island preserves. Explore the island's natural history and 400 years of fishing and island life. July 11, 28; Aug. 13. (9 a.m. - 4 p.m.)

**CRUISE TO SOUTHPORT ISLAND** and enjoy dinner at Robinson's Wharf followed by a special presentation by the well-known tugboat owner and captain, Eliot Winslow. July 14. (4 - 9 p.m.)

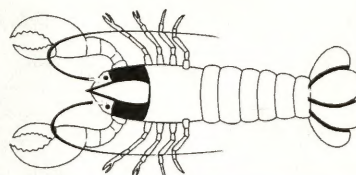
**MAINE LOBSTERS AND LOCAL LORE:** Join Maine Storyteller John McDonald on this cruises to Five Islands. Enjoy the scenery as John regales us with stories of seafaring days gone by. At Five Islands enjoy a fresh seafood dinner right on the dock. Watch lobster boats unload the days catch in this delightful harbor community. July 18; Aug. 11. (4 - 9 p.m.)

**SWAN ISLAND, WHERE EAGLES ROAM:** Take this early morning cruise to Swan Island and tour the active state game preserve, safari-style. Enjoy a biologist's presentation about wildlife habitat. See osprey and eagles fish for breakfast and view nesting areas up close. July 21; Sept. 19; Oct. 17. (9 a.m. - 3 p.m.)

**NIGHT LIGHTS ON THE COAST OF MAINE:** This special cruise gives passengers a wonderful view of at least 5 lighthouses and 7 other navigational lights in Mid-Coast Maine. Depending upon the weather and tide, this cruise includes a visit to one of three island lighthouses (Ram Island, Burnt Island or Seguin Island). As an additional treat, this cruise focuses on the lights at dusk. See them in a "whole new light". July 23; Aug. 8. (4 p.m. - 9 p.m.)

**IN THE WAKE OF BENEDICT ARNOLD:** Travel up-river to Richmond to see Revolutionary War sites and hear their infamous stories. This cruise will take a special look at the 1775 Mast Landing incident in Bath. Aug. 20. (9 a.m. - 4:30 p.m.)

**INLAND FOLIAGE CRUISE:** Cruise to Merry-meeting Bay and enjoy peak foliage views and eagles' nests. We will stop at Richmond and visit this historic town; learn about old ice and shipbuilding industries. Oct. 3. (9 a.m. - 3 p.m.)



All cruises leave from Maine Maritime Museum, located at 243 Washington Street, Bath, Maine. Unless otherwise noted, all cruises are \$30 for non-members and \$25 for members. Reservations are required and may be made by calling (207)443-1316.



## MEET THE MUSEUM'S STORE

On October 1, Glory Ann Penington came on board as the Museum store's new manager. Glory previously worked on archival projects for the Oregon International Port of Coos Bay, and opened and managed retail stores for museums on the Oregon coast and in Idaho, as well as owning and operating her own private gallery shop.

Glory has made a number of improvements in the store and is

looking forward to new projects. One of her immediate goals is to increase relevant local and regional artwork and a strengthening of the book inventory. To this end, suggestions of titles to carry are welcome, and special orders are happily made.

Be sure to contact Glory with suggestions, special order requests or simply to introduce yourself!

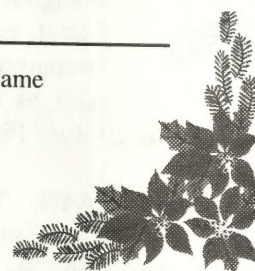


## Season's Greetings From Maine Maritime Museum

*This coupon entitles Museum Members to  
20% discount on any regularly-priced  
merchandise from the Museum Store.*

\_\_\_\_\_  
Member's Name

Expires May 1, 1998



**MAINE  
MARITIME  
MUSEUM**



243 Washington Street, Bath, ME 04530

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